losses sustained in the last few days, combined to-day to make the market ensitive and feverish throughout the day. Losses on the slump during the openhour ranged from four to seven points. Union Pacific heading the list with a loss of seven and a quarter; Great Northern, preferred, Smelling, Reading and St. Bail suffering losses of five points and upwards, and Northern Pacific four and a half. Reaction followed quickly, in which part of the early losses were made up, but the market continued weak, and alternate periods of decline and reaction followed during the rest of the day. Alarming reports as to the stability of two unnamed commission houses contributed largely to this condition, and prices were extremely irregular, some of the active stocks showing pronounced gains, while at the same moment others were recording sharp losses.

The passage of the delivery hour at 215 P. M. without the anticipated announcement of failures restored some confidence, and this, with active covering, restored confidence somewhat, and there was a violent demand in the last hour, when many of the active stocks regained their opening level. At the closs there was a very sharp recession from this raily.

NORTHERN PACIFIC.

Comptroller Gray Places Total Valuation at \$324,675,486.

Valuation at \$324,675,486.
CHICAGO, March 19.—H. A. Gray, comptroller of the Northern Pacific Railway, appeared before Interstate Commerce Commissioners Prouty and Harlan to-day to supplement the information given regarding the value of the properties held by the railroad company.

He declared that August 31, 1896, when the railroad was sold under foreclosure, the total value of the property was \$241.-607,770. There was then 4,499 miles of railroad costing \$53,577 per mile.

On August 30, 1906, "to mileage, according to the witness, had increased to 6,095 miles, and that the officials had invested \$18,231,857 for improvements and \$2,008,556 for equipment which had been paid out of income account.

When asked for a valuation of the entire property of the railroad, he said that he estimated it as being worth \$324,675,-456 on June 30, 1966.

PAY ONE THOUSAND OR HAVE PLANT BLOWN UP

up by dynamite.

The letter stated that the money was to be placed in a package and securited on the ice 300 feet from Luke Eric short, with gred light to mark its position. The letter was postmarked Eric, and was deposited in the general post-office in this city yesterday morning at 8 o'clock. The United States and civil authorities are investigating.

SCHOOLCHILDREN KILLED BY COLLAPSE OF BUILDING

MUST COME TO TRIAL

To Celebrate Anniversary.

[Special to The Times-Disphtch.]
ALEXANDRIA, VA., March 19.—Potomac Lodge, No. 38. Independent Order of Odd Fellows, will celebrate its sixty-eighth anniversary Friday night with speech-making, which will be followed by a big banquet. Sovereign Grand Secretary John B. Goodwing, of Baltimore; Rev. Edgar Carpenter, rector of Grace Protestant Episcopal Church, and Charles C. Carlin, are expected to be present and deliver addresses.

THE WEATHER

. Forecast for Wednesday and Thursday:
Virginia—Fair in southwest, rain in north and east portions Wednesday, colder in north and west portions, brisk west to northwest winds; Thursday, ay fair.

North Carolina—Fair Wednesday, blder in the interior; Thursday fair; risk west to northwest winds.

CONDITIONS YESTERDAY.
Richmond's weather was warm and

"Berry's for Clothes" -- the distinguishing sort.



A pointer -- on hand and ready to wear, all the new Spring styles for men and boys. Special opening to-day, to which you are specially in-

If time is worth anything save it by shopping here.

O. H. Berry & Company, Successors to the Merchant Tailors.

ANOTHER CANDIDATE IN CONGRESS RACE

James C. Hooe, of Loudoun, Enters the Contest in Eighth District.

MAKES FIVE IN THE FIGHT

New Figure in Politics, But Telis Why He Wishes to Represent His People.

BY WALTER EDWARD HARRIS. WASHINGTON, D. C. March 19.-

District are to have still another added Rixey. Mr. James C. Hooe, of Lounounced to-day, is the new man in the race. The candidacy of C. C. Carlin Gordon and Hon. John F. Ryan, was announced weeks ago. With five start ers the race ought to furnish good sport. Some of the performers have good records. Others are entirely new horse's race.

Mr. Hooe is a new aspirant for poli

Air. Hooe is a new aspirant for poli-tical honors. "I have not announced my candidacy earlier for the reason that I have not been a candidate but a few hours," he said to-day, in this city. "I thought something of enteretty. "I thought something of entering the contest a few weeks ago, but
decided that my business affairs required all my attention. Since that
time, however, I have received letters
from men of influence in various parts
of the district asking me to make the
race, and it is with some reluctance. and it is with some reluctance I comply with their request.

To Enter Public Life. "I should like to enter public life," continued Mr. Hooe, by way of ex-plaining his last remark, which might

plaining his last remark, which might indicate that he was being forced into the fight. Tishould like to serve in Congress. I believe it affords a field for a man to accomplish something for his people. I feel that I would be in a specially good position to do things for the people of the Eighth District, owing to my intimate acquaintance with men who have long been in public life, and who occupy commanding positions before the coun-

"but I have always regarded Loudoun county as my home.

"It is natural that I should be ambitious to represent my old county in Congress. I have been a Democrat ever since I have been old enough to vote. I have voted for Mr. Bryan every time he was a candidate, although I do not indorse his views on the ownership of railway lines by the government. The question is not a live one at present, a fact recognized by Mr. Bryan in a letter to me, under date of March 2d, of this year. He says:

"'A good many of our Democrats have taken issued on that subject, but I believe ultimately—mark the word, ultimately—it will be found necessary, and the railroad managers will, by resistance to attempted regulation, educate the people up to the ownership idea."

Opposes Centralized Power,

Opposes Centralized Power.

Opposes Centralized Power.

Mr. Hooe is utterly opposed to the
present tendency towards centralization of power at Washington, and
wants Congress to legislate in the direction of putting the Filipinos on
their feet and making them govern
themselves. But he does not discuss
these national issues at length. He
prefers to talk of the Eighth District.

Washington ... 48 48 Rain Wilmington ... 68 74 Rain Wilmington ... 68 74 Rain Wilmington ... 68 74 Rain Yellowstone ... 40 42 Rain MINIATURE ALMANAC.

March 20, 1907.
Sun rises... 6:15 HIGH TIDE.
Sun sets... 6:20 Morning... 9:18
Moon sets... 11:51 Evening... 9:18

All Run Down

In the spring—that is the condition of thousands whose systems have not thrown off the impurities accumulated during the winter—blood humor's that are now causing pimples and other cruptions, loss of appetite, dull headaches and weak, tired feelings.

The medicine to take, according to the testimony of thousands annually, is

Hood's Sarsaparilla

Liquid or tablet form, 100 Doses 11.



President Denies Report of Conference to Launch Boom for

LATTER ISSUES STATEMENT

Senator Said That as Friend of Administration He Had Right to Know.

strict, on maintance with ... een in public life, and ... een in public men here lin Washington, and my acquaintance should be helpful in my efforts for the good of the district."

Mr. Hooe practices law in Washington, of North Carolina, ... Hansbrough, of North Carolina, ... Hansbrough, of North Carolina, ... Hansbrough, of North Carolina, ... the last Saturday's conference at the White House with the Illinois officials, during which Secretary Taft and his brother called, was for the purpose of launching a boom for Secretary Taft for the presidency. Senator Hansbrough was in New York at the time the story was public listed. He told the President when he saw him to-day that as a friend of the saw him to-day that as a friend of the saw him to-day that as a friend of the saw him to-day that as a friend of the saw him to-day that as a friend of the saw him to-day that as a friend of the saw him to-day that as a friend of the saw him to-day that as a friend of the saw him to-day that as a friend of the saw him to-day that as a friend of the saw him to-day that as a friend of the saw him to-day that as a friend of the saw him to-day that as a friend of the saw him to-day that as a friend of the saw him to-day that as a friend of the saw him to-day that as a friend of the saw him to-day that as a friend of the saw him to-day that as a friend of the saw him t

Hansbrough. "The Governor and the Attorney-General did not come here on any political matters at all. We did not talk politics at all."

During the interview with the Illinois officials Secretary Taft, with his brother, happened to come over to the White House. There was no politics at all in their visit. No politics were talked afterwards. It was not a political gathering in any sense what-ever."

It was learned that the visit of Governor Deneen and Attorney-General Stead had to do with the Chicago and Alton deal, which figured in the Harriman investigation before the In-

terstate Commerce C What Taft Says.

What Taft Says.

WASHINTON, March 12.—Secretary
Taft to-night Issued the following
statement:

'I had an appointment with the
President at 3:39 o'clock Saturday afternon, and went to the White House
to keep it. I found Governor Dencen
and Attorney-dieneral Stead with the
President and I was introduced to
them. They left immediately. There
was no political conversation of any
kind."

ARCHIE GETTING WELL.

Quarantine at White House Will Be Raised This Week.

Be Raised I his Week.
Washington, March 19—archie Roosevelt is rapidly recovering from als attack
of diphtheria, and Strgoon-General Rivey.
the Freedom't family physician, to-night
stated that the quarantine at the White
House will be raised the latter part of this
week. He said the only reason why the
quarantine has not already been raised is
the purpose to take all necessary precautions for the protection of the other members of the family.

President Finley, of Southern, Discusses Relation of Roads to the People.

ASKS FOR CONFIDENCE

Decries Tendency of Age to Discredit Purposes of Managers. Much Yet to Do.

ATLANTA, GA. March 19 .- The address of President W. W. Finley, of the Southern Railway, on "The Relations of Railway, on "Ine Relations of Railways to the Public" was the feature of the annual dinner of the Atlanta Chamber of Commerce here to night. An attendance of four hundred representative citizens, a number of prominent railroad men, and a large representation from the Seed Crushers' Association of Georgia, made the accession of more than usual incrusners Association or Georgia, made the occasion of more than usual interest. Besides President Finley, the speakers were President James A. Aycock, of the Seed Crushers' Association, on "The Cotton Oil Industry," and the retiring and incoming presidents of the Chamber of Commerce. *

the Chamber of Commerce, 'Among those present were Governor J. M. Terrell, President J. F. Hanson, of the Central of Geergia Raliroad; C. A. Wickersham, president of the Atlanta and West Point, and other prominent railroad officials.

President Finlay depoted the

prominent railroad officials.

President Finley devoted his remarks entirely to the relations between the railroads, on the one hand, and the people and the State and national governments, on the other hand. Without referring to any specific action by Congress or the State Legislatures, Mr. Finley indicated his belief that the present trend of legislation endangers the prosperity of the railroads and of the country alike.

Mr. Finley said it had always been

country alke.

Mr. Finley said it had always been the desire of the railways to maintain cordial relations with the people along their lines, and that the railways must cultivate the good will and co-operation of the public by the adoption and promulgation of economically and commercially sound praciples in the conduct of their business.

Need Better Facilities.

Mr. Finley reviewed the progress of ne South, and said that its pressing extensive transportation facilities.
"If the railways are to secure the large amounts of new capital required "If the railways are to secure the large amounts of new capital required to enable them to meet the rapidly increasing demands for their services," he said, "their credit must be such as to assure investors of a reasonable return upon their money. The South now has rates that enable Southern producers to market their products in widely separated home and foreign markets on such terms as promptly as is desirable. Every shipper wants low rates, but when rates are so low as to enable him to reach competitive markets on terms at least as favorable as those of his competitors, prompt and efficient service becomes of more importance than rate reduction. The imperative need of the South to-day is improved transportation service. I am sure that the intelligent business men of this section will agree with me that improved facilities are more urgently needed than any reduction in charges."

After referring to the public aid given to railway construction in the great

the way of railroad improvement as they would be to oppose the improve-ment of waterways. Expressing the belief that "there is danger that legislation intended to reg-



Oats, Potatoes, Peas, Onion Sets, Clover and Grass ...SEED... New Crop---Best Grade. S. T. BEVERIDGE & CO., 1217 E. Cary St., Richmond, Va.

Norfolk's Assistant Postmaster.

[special to The Times-Dispatch.]

NORFOLK, VA. Murch 19—DE Adolph Aronheim, a weadmate densist, and son of A Aronheim. Republican chalrana, was to day named as assistant postmaster by Postmaster Curney.

DROPS' Cured; quick relief; removes all swelling in 8 to 20 days; 30 to 60 days effects permanent curb. Trial treatment given free to sufferers to day named as assistant postmaster by Postmaster Curney.

THE PUBLIC AND DO YOU GET UP THE RAILWAYS WITH A LAME BACK?



Rheumatism, Kidney, Liver or Have You Bladder Trouble?

To Prove What Swamp-Root, the Great Kidney, Liver and Bladder Remedy, will do for YOU, all our Readers May Have a Sample Bottle Sent Free by Mail.

Pain or duli ache in the back is unmistakable evidence of kidney trouble. It is Nature's timely warning to show you that the track of health is not clear. If these danger signals are unheeded, more serious results are often sure to follow; Bright's disease, which is the worst form of kidney trouble, may steal upon you.

The mild and immediate effect of Swamp-Root, the great kidney and bladder remedy, is soon realized. It stands the highest, because its remarkable curative power has been proven in thousands of the most distressing cases. If you need a medicine, you should have the best. A thorough trial will convince any one.

LAME BACK,

Lame back is only one of many symptoms of kidney trouble. Other symptoms of kidney trouble. Other symptoms publiced to pass water often during the day and to get up many times during the night, inability to hold your urine, smarting or irritation in passing, brick-land, inability to hold your urine, smarting or irritation in passing, brick-lands and the first prove the wonderful merits of Swamp-Root, you may have a sample bottle and a book of valuable information, both sent absolutely free by mail. The book contains many of the thousands upon thousands of testimonial letters received from men and women who found Swamp-Root to be just the remedy they needed. The value and success of Swamp-Root are address to Dr. Kilmer & Co., Binghamton, N. Y., on sample bottle, in a plass of him a thing apart under the reliance of him a thing apart under the reader and gentle and the provide of the sample bottle and a book of valuable information, both sent absolutely free by mail. The book contains many of the thousands upon thousands of testimonial letters received from men and women who found Swamp-Root to be just the remedy they needed. The value and success of Swamp-Root are address to Dr. Kilmer & Co., Binghamton, N. Y., be sure to say you read this generous effer in the Richmond Daily Times-Dispatch. The genuinness of this offer is guaranteed.

charges."

After referring to the public and given to railway construction in the early days, Mr. Finley said the great need in the economic situation in the South to-day is that the entire people of that section should realize that the period of railroad construction has not passed and that there is now as much need of encouragement, not dnancial, but of the moral favor and support of the public as ever.

A Contract Drawn.

While approving the policy of improving rivers and larbors at public expense, Mr. Finley contrasted the attitude of the public towards carriers by water and by rail, pointing out that the former pays nothing for his highway; that it is maintained and improved at public expense, while the carrier by rail must construct his own highway, must pay heavy taxes and is subjected to increasing governmental supervision and regulation. Ho urged a popular understanding of the fact that rail transportation is more important than water transportation, expressing the helief that when the interdependence of the railways and the people is understood, the people will be as reluctant to place obstacles in the way of railroad improvement as they would be to oppose the improvement of waterways.

Expressing the helief that "there is the people will be as reluctant to place obstacles in the way of railroad improvement as they would be to oppose the improvement of waterways.

Expressing the helief that "there is the proposition of car-service, without regard to whether such failure is the point of worth that the people will be as reluctant to like the entire point of the transportation in the carrier by rail must construct his own highway; that it is maintained and improved at public expense, while the carrier by rail must construct his own highway; that it is maintained and improved at public expense, while the carrier by rail must construct his own highway. The people will be to bring about a competition of car-service and that the imposition of car-service of the failure to dout that the present demand for out

In favor of shipments wholly within pompitity. It must be apparent, said ho, "that the Inevitable result of this will be to bring about its competition of the same properties of the secret the largest supply of cars and the most prompt between the properties of the same properties of th

Appeal to American People.

"The transportation problem cannot be solved in prejudice or passion or in any misunderstanding of the conditions that surround it. Its just solution calls for myderation and justice on the part of the heeple and a full understanding and co-operation between our State and national governments and the railroads. In such an effort to work out successfully the problem, which is the great husiness and governmental problem of the times, and which can only be solved on principles of construction, and not destruction, and in full recognition of the high and just purposes of both sides, may God speed the railroads and the people of the great State of Georgia.

"It has become popular," he concluded, "to discredit the purposes of thar railroad manager. Whonever he sanounces a policy intended to improve the relations between the carrier and the public and founded upon bread and just principles, there are those who question his sincerity. An effort is

made to make of him a thing spart from the good and patriotic men of the community. I appeal against such a sentiment to the sense of right and justice of the American people. We, who are striving to improve conditions and to perform well our public duties, must be admitted to your conditions and to perform well our public duties, must be admitted to your conditions and upheld by your encouragement. The task at best is hard. The conditions that surround us are most trying. We can only succeed if the sincerity and honcaty of our purposes are recognized by the people, and we are upheld by their generous favor and co-operation."

He said that the young in the depot at about 6:30 Wednesday morning.

The witness testifies that Cook, an operator at Lee Hall, told him that "Balley took the first train after his arrival.

Hart was again put on the stand, and testified that Miss Willis had on light to hat on. He further stated that the windows and blinds were open.

H. W. Tucker, operator at Toano, testified that he had been on duty all night during the night of the 12th, and he had had no difficulty in calling up Grove.

MISS WILLIS WAS

night of the 12th, however, he did not call Hart, but stayed on duty until within a few minutes of 4 the next morning, when Hart awakened.

Going over to the depot, he saw Bailey at the wires, sending a message, while near him sat a young lady. He did not recognize the lady, as she had her back turned. He stayed in the room only a few moments before returning to his home for eight of the sayed in the room only a few moments before returning to his home for eight of the sayed in the room only a few moments, but when he returned the young lady was gone, and Bailey was at the well. Bailey told him he would return as soon as he got a drink of water. He heard nothing more of Bailey until called up by him, several hours later, from Lee Hall. Bailey then asked him to get his pay for him if he did not get back in time. This was Wednesday morning and was pay-fay. Bailey returned crown and was pay-fay. Bailey returned that Bailey and Miss Willis were absolutely alone in the room during the greater part of the night.

Witness denied having told Wynne, an operator at Grove, that the lady was a friend of Bailey's. He stated further that he had never had any conversation with Bailey on the subject, and that Bailey had never volunteered to furnish any information as to why the young lady was thefe.

Witness, on cross-examination, stated positively that he would not know the young lady he saw with Bailey if he saw her again. He said that Bailey's handwriting on the night book showed that he was present in the depot the whole time that he (Hart) was absent.

He said that Bailey was not violating the rules of the railroad company when he allowed the young lady to enter the depot, as the room was used as a general waiting-room and post-office, "Had Better Skip."

"Had Better Skip."

"Had Better Skip."

At this point the defense tried to introduce anonymous letters written to both Hart and Balley, warning them that they would be arrested, and that they had better skip.

The letters were signed in each case, "Your Friend," and tended to show that some person was trying to throw suspicion on the two young men.

The letters were excluded from the evidence, as no name was signed to them. Mr. Jeffries made the statement that Balley had later received a similar letter, presumably from the same person.

son.

William Washington (colored), living between Grove and Lee Hall, was next introduced by the Commonwealth's Attorney.

He stated that early on the morning of the 13th he noticed a man and a woman on the track going in the direction of Lee Hall. He said that the man was unknown to him, and that he would not know him again if he saw man was unknown to him, and that he would not know him again if he saw him. When asked by Mr. Henley if the people were white or black, he caused much anusement in court by the answer, "They was white; I could tell by their har." He stated that the woman had no hat on,

L. E. Lucas, night operator at Lee Hall, the next witness, stated that he was on duty the night of the 12th from 7 o'clock in the evening to 7 in the morning. He said he had never known

7 o'clock in the evening to 7 in the morning. He said he had never known Bailey until he entered the waiting-room at the depot Wednesday morning, with a young lady. "Did you see any portion of clothing left by the young lady?" asked Mr. Henley

ley.
"I did not," was the answe "I did not," was the answer.
He stated that Bailey bought two
lickets, one for Richmond and one for
Williamsburg, and that he saw them get
on the train together.
The witness said that the storekeeper
at Lee Hall told him Bailey had bought
a cap for the lady.
He said that the young lady arrived
at the depot at about 6:30 Wednesday
morning.

Mayor on Stand.

There is only one

"Bromo Quinine"

Laxative Bromo Quinine.